

# Calendar

## JULY

- 16** Traverse City, Michigan Aeronautics Commission Meeting. Call for location information. 10a.m. Call 517-335-9943.
- 17-19** Muskegon, Muskegon Co. Airport(MKG) Muskegon Air Fair. Call 616-798-4596.
- 18** Midland, Jack Barstow Airport (3BS), Open House 10a.m. Grand Opening of the Aviation Education Center. Flight Rally + Young Eagles rides. Sponsored by EAA Chapter 1093. Call 517-835-2175.
- 25-26** Kalamazoo, Kalamazoo/Battle Creek International Airport (AZO) Warbirds Over Kalamazoo. Call 616-382-6555.
- 25-26** Mt. Clemens, Selfridge Air National Guard Base Free Air Show with the USAF Thunderbirds. Call 810-307-5780.

John Engler, Governor

### MICHIGAN AERONAUTICS COMMISSION

Lowell E. Kraft, Chair - Pigeon  
John K. Boerema, Vice Chair - Grand Rapids  
Alice J. Gustafson, Pontiac  
Joseph M. Pietro, Ishpeming  
Arnold P. Saviano, Harbor Springs

James R. DeSana, Director  
Michigan Department of Transportation

Capt. Jeffery J. Steffel  
Michigan State Police

Brigadier General Ronald L. Seely  
Michigan Department of Military Affairs

Guy Gordon  
Michigan Department of Natural Resources

William E. Gehman, Director  
Michigan Aeronautics Commission

Barbara Burris  
Executive Assistant to the Commission

Kenneth Schaschl - Editor

MDOT Specialized Technology/Graphics - Graphic Design

## AUGUST

- 30** Midland Jack Barstow Airport (3BS), Open House 12-4p.m. Airport Open House Sponsored by EAA Chapter 1093. Call 517-631-4342.

## Dawn Patrols (NEW)

### AUGUST

- 9** Grand Haven, Memorial Airpark (3GM), 7-11 a.m. Pancake Fly-In, Drive-In Breakfast. Model airplane demonstrations & antique aircraft, door prizes drawn from breakfast tickets. Sponsored by B&B Aviation and Grand Haven Aviation Club. Call 616-842-4430.
- 30** Sandusky City Airport(Y83), 7-11 a.m. Pancake Fly-In, Drive-In Breakfast. Spot landing, candy drop, and flour bomb drop contests. Sponsored by Sandusky Flying Club. Call 810 376-8668.
- 22** Northport, Woolsey Memorial Airport (5D5) 8a.m.-2p.m. 10th Annual Fly-In Breakfast Sponsored by Northports Pilot Association. Call 616-386-7541.

### SEPTEMBER

- 12** Beaver Island, Beaver Island Airport (SIX) 10 a.m.-3 p.m. A Taste of Beaver Island. Rain date: Sunday, Sept. 13th. Sponsored by Preservation Association of Beaver Island. Call 616-448-2022.
- 20** Dowagiac, Dowagiac Municipal Airport (C91), 7a.m.-noon. Dawn Patrol Pancake Fly-In, Drive-In with antique tractor, truck, and car displays. Sponsored by Classic Air, Inc. & EAA 1028. Call 616-782-6056 or 616-621-6197.

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# MICHIGAN Aviation

VOLUME 31 NUMBER 3 JULY 1998

## Special Use Airspace in Michigan Revisited

See Page 4

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by Skyline Digital Imagery, Inc.

# MICHIGAN Aviation



OFFICIAL PUBLICATION, BUREAU OF AERONAUTICS, DEPARTMENT OF TRANSPORTATION

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# COMMISSION ACTION

On Wednesday, May 13, 1998 the Michigan Aeronautics Commission held its regular bi-monthly meeting at the Selfridge Air National Guard Base, in Mt. Clemens. The meeting began with a special ceremony honoring state winners in the 1998 International Aviation Art Contest. Commission Chairman Lowell Kraft and Director William Gehman made the award presentations. Following the ceremony, commission member Brigadier General Ronald Seely and his staff provided winners and their guests with a special tour of the air base.

In other action, commissioners approved funding totaling \$2.3 million for airport improvements at eleven airports across the state. Some projects have federal, state, and local funding, while others are funded from state and/or local sources alone. Commission approval for federally funded projects authorizes state participation, subject to issuance of a federal grant. Federal and state dollars for airport development are primarily from restricted, user generated funds. The primary sources of revenue are aviation fuel and passenger taxes, as well as aircraft registration fees.

Following are approved projects:

## GRANTS

### ADRIAN

Lenawee County Airport - an allocation of \$100,000 for an environmental assessment. The proposed budget consists of \$90,000 federal, \$5,000 state, and \$5,000 local funds.

### BATTLE CREEK

W.K. Kellogg Airport - an allocation of \$810,000 to rehabilitate Runway 5/23. The proposed budget consists of \$400,000 federal, \$22,221 state, and \$387,779 local funds.

### FRANKFORT

Frankfort Dow Memorial Airport - an allocation of \$300,000 for acquisition of land to protect the approach to Runway 15. The proposed budget consists of \$270,000 state and \$30,000 local funds.

### LAMBERTVILLE

Toledo Suburban Airport - an allocation of \$45,000 for an airport layout plan approach study. The proposed budget consists of \$40,500 state and \$4,500 local funds.

### LAPEER

DuPont-Lapeer Airport - an allocation of \$38,000 for acquisition of land to protect the approach to Runway 18. The proposed budget consists of \$34,200 federal and \$3,800 local funds.

### MARINE CITY

Marine City Airport - an allocation of \$600,000 to widen and rehabilitate Runway 4/22, to rehabilitate the terminal apron and taxiway, and to install precision approach path indicators and runway end identifier lights. The proposed budget consists of \$540,000 state and \$60,000 local funds.

### OWOSSO

Owosso Community Airport - an allocation of \$40,000 to clear runway approach obstructions and to update the airport layout plan. The proposed budget consists of \$36,000 state and \$4,000 local funds.

### PONTIAC

Oakland County International Airport - an allocation of \$105,000 to separate the N.E. taxiway and a service road. The proposed budget consists of \$94,500 state and \$10,500 local funds.

### SANDUSKY

Sandusky City Airport - an allocation of \$60,000 for design engineering to widen and rehabilitate Runway 9/27, including lighting. The proposed budget consists of \$54,000 state and \$6,000 local funds.

### THOMPSONVILLE

Thompsonville Airport - an allocation of \$30,000 for design work for future paving and lighting of Runway 9/27. The proposed budget consists of \$27,000 state and \$3,000 local funds.

## LOAN

### HOWELL

Livingston County Airport - a loan of \$100,000 in state funds to install a new fuel system. The budget will be supplemented with \$61,000 in local money.

## 1998 International Aviation Art Contest winners

L-R Amber Young, Teal Mathie, Jason Frye, Jake Chidester, Adam Anders, Ryan Anders, Joel Anders, Christine Oliver, Janna Fuller, Margaret Brady. Photo: Tim Burke



## Aviation In-Formation Continued

The future of many of Michigan's general aviation airports is uncertain. This is particularly true in southeast Michigan, where the situation is becoming critical. Small local airports are under attack from encroaching development by builders who covet the prime property or from local governments who react to a vocal minority.

The Michigan Airport Preservation Group (M.A.P.) is an organization founded within the last year to fill a void that no other aviation organization has singularly addressed. Specifically, to promote and protect the endangered general aviation airports of Michigan. M.A.P. is a "grass roots" organization of pilots and interested business people diverse in backgrounds and united by a love of aviation.

M.A.P. is seeking other interested pilots and aviation enthusiasts throughout Michigan to unite to end the destruction of the general aviation infrastructure in Michigan. For more information, call 810-566-8856 or 810-784-8034.

The following airports will have runway construction/rehabilitation during the summer '98 construction season. Check Notices to Airmen (NOTAMS) for runway closures or restrictions or contact the airport manager for more information.

Airport	Runway	Start Date
Abrams Muni, Grand Ledge	9/27	8/31/98
Bishop Int'l, Flint	18/36	7/1/98
Boyer City Muni	9/27	9/8/98
Capital City Airport, Lansing	10R/28L	6/1/98
Evart Muni, Evart	6/24	8/3/98
Grand Haven Memorial	9/27 & 18/36	9/14/98
Kent County Int'l, Grand Rapids	17/35 & 8R/26L	5/15/98
Mackinac County, St. Ignace	7/25	6/15/98
Menominee-Marquette Twin County	14/32 & 3/21	5/18/98
Oakland County Int'l, Pontiac	9R/27L	6/1/98
Pellston Regional Airport	5/23	5/18/98
W.K. Kellogg Reg'n'l, Battle Creek	5/23	8/3/98

The following airports will have taxiway, apron, or lighting construction.

St. Clair County Int'l, Port Huron, Lenawee County, Adrian, Mackinac County, St. Ignace, Kalamazoo/Battle Creek Int'l, Southwest Michigan Regional, Benton Harbor, Harry W. Browne Int'l, Saginaw, Jackson County - Reynolds Field, Jackson, Houghton County Memorial, Hancock, Charlevoix Municipal, Charlevoix, Roben Hood, Big Rapids.

The following airports will have bituminous pavement crack Sealing starting on or about 7/20/98.

Benton Harbor, Big Rapids, Detroit - Grosse Ile, Dowagiac, Flint, Holland, Ionia, Iron Mountain, Ironwood, Lapeer, Lewiston, Muskegon, Rogers City, Saginaw-H. Browne, Saginaw-MBS, Sturgis, and Traverse City

The following airports will have pavement marking starting on or about 7/24/98.

Detroit - Grosse Ile, Dowagiac, Flint, Gladwin, Ionia, Lewiston, Lapeer, Lewiston, Muskegon, Pellston, Sturgis, Saginaw-MBS Int'l.

## Governor Recognizes Mercy Pilots

Governor John Engler proclaimed the week of April 19-26, 1998 as public benefit flying week in the State of Michigan. The proclamation recognizes the six Mercy Pilot Groups operating in Michigan and their special contribution to the people of this state. The groups flew over 300 flights providing free transportation to people in need of medical treatment to or from distant clinics. The group also transported medical supplies, blood, tissue, and surgical teams.



Proclamation Ceremony Standing L-R Ken Osman, Bob Munley, Bob Lavene, Sue Siporin, Bob Larson, Dennis Whitehead, Don Frank, John De Carli, Suzanne Gordon, Richard Jackson, Jim Little, Seated Governor John Engler. Photo: Tim Burke





## Aviation In-Formation

FAA has given final approval to a rule which permits passenger-carrying commercial operations in single engine aircraft, under instrument flight rules. The rule also clarifies the requirement for redundant sources of power for gyroscopic flight instruments. The rule, which was effective on May 8, 1998, is the final step in an evolution to allow these operations, which had been prohibited since 1978.

Pilots of aircraft equipped with area navigation (RNAV) equipment will need to remember a new equipment suffix when filing flight plans. The old suffix “/R (romeo)” has been replaced with “/I (india).” The /R suffix will now be used for corporate and airline aircraft which have avionics certified to a level of accuracy necessary to operate in airspace which incorporates reduced vertical separation standards. The /I suffix indicates area navigation (point-to-point) capability, with altitude reporting. Pilots of approach-certified Global Positioning Satellite (GPS) equipment should continue to use the “/G (golf)” suffix.

Lakeview, Griffith Airport has received a new non-precision instrument approach procedure. VFR (Visual Flight Rules) pilots will need to be aware that this new approach will include a transition area within a 7.6 nautical mile radius of the airport. This means that Class E (controlled) airspace will now begin at 700 feet above the surface instead of 1,200 feet, as was previously the case. Pilots operating under VFR in controlled airspace are required to have higher visibility and maintain greater cloud clearances than when flying in uncontrolled (Class G) airspace. The new transition area will be depicted on appropriate aeronautical charts as they are revised.

Experimental Aircraft Association (EAA) Chapter 1093, of Midland, has announced the grand opening of its new Aviation Education Center. A dedication ceremony will be held at 10:00 a.m. on July 18, 1998. The center, which will be located at the Midland Barstow Airport, will serve surrounding communities through the volunteer activities of local pilots. The primary goal of the Aviation Education Center is to promote aviation knowledge and experience, especially among young people. It will offer educational, hands-on programs devoted to educating the public about careers and recreational opportunities available in aviation. The center will feature a library, classroom, and a workshop and will eventually house a flight simulator. Aviation education activities sponsored by the members of Chapter 1093 include sending 14 high school students to the annual EAA fly-in and air show in Oshkosh, Wisconsin over the past five years, providing over 1,500 “Young Eagle” introductory flights, conducting summer “ACE” camps (see next paragraph), and awarding flight training scholarships to area young people. The first place winner of this year’s flight training scholarship is Amy McMullen, of Midland, who will receive ground training and reduced-cost flight training toward a private pilot certificate. The two runners-up, Daniel Fry and John Haidecuk, also of Midland, will receive ground training. The winners were selected by chapter members based on essays submitted.

As mentioned in the paragraph above, EAA Chapter 1093, of Midland, is one of several groups sponsoring Aviation Career Education (ACE) camps this summer. Other camps will be held at Grand Haven and Kalamazoo. The Grand Haven camp is open to young people ages 13-16 and will be held July 20-24, 1998. Meeting daily from 10:00 a.m. to 2:00 p.m., students will explore

hundreds of career opportunities in aviation and aerospace. They will also participate in many specially-designed activities, including an actual flight. The Grand Haven ACE Camp is sponsored by B&B Aviation and the Grand Haven Airport Supporters Steering Committee. Interested persons may contact Mary Creason at 616-842-9658 or via e-mail at bigm@novagate.com. At Kalamazoo, the Kalamazoo Aviation History Museum (Air Zoo) is conducting three week-long camps. The flight portion will be conducted by Western Michigan University. One (on June 15) will have begun prior to publication time; however, applications are being accepted for camps beginning on July 13 and August 3. Please contact Jerry Pahl, Air Zoo education director, at 616-382-6555.

Several Michigan communities have received new or expanded air service. At Detroit City Airport, Pro Air has begun daily non-stop service to Philadelphia and added a second daily flight to Indianapolis. At Detroit Metro Airport, Delta Airlines has introduced two daily non-stop flights to Salt Lake City. On June 2, Northwest Airlines began serving Nagoya, Japan three times each week with non-stop service. Other cities receiving new service from Detroit by Northwest are Birmingham, Alabama and Manchester, New Hampshire. Comair has added jet service to its Cincinnati hub from Lansing and Kalamazoo with the new 50-seat Canadair Regional Jet. At Traverse City, Skyway Airlines began service in April to Milwaukee with three daily flights. Finally, United Express has re-introduced service between Sault Ste. Marie, Chippewa County International Airport and Chicago, O’Hare.

## LEGISLATORS ADDRESS AVIATION ISSUES

Members of the Michigan Legislative Aviation Caucus met in Lansing on April 22, 1998 to discuss issues affecting users of Michigan’s air transportation system, including a number of legislative items. They were joined by state transportation director, James DeSana; deputy director for aeronautics, William Gehman, and Aeronautics Commission Chair, Lowell Kraft as well as representatives from many different aviation factions in the state. The following House Bills (HB) and Senate Bills (SB) are currently before the legislature:

- HB 5888 amends the *Aeronautics Code* to prohibit discrimination with regard to access or usage of public-use facilities and private landing areas.
- HB 5889 amends the *Aeronautics Code* to recognize differences among hospital heliports and creates a new category of licensure for “hospital helistops.”



Michigan Aeronautics Commission Chair Lowell Kraft (L) and State Representative Michael Nye, Aviation Caucus Chair. Photo: Tim Burke

## WMU SKY BRONCOS WIN NATIONAL CHAMPIONSHIP

Western Michigan University’s flight team, the Sky Broncos, captured first place at the 1998 National Intercollegiate Flying Association championship held May 5-9 at Kansas State University at Salina. The 13-member team won its first national title since 1983 by beating 27 other teams from across the nation. The win comes after six consecutive years of top three finishes at the annual event.

Each team competes in four flight and five ground events. The flight events include short field landings, power-off precision landings, navigation, and message drop. The ground events are simulated aircraft navigation, ground trainer, aircraft recognition, preflight inspection, and flight computer accuracy. A strong showing in the flight events was the key to victory after the team placed second in ground competition, according to Joseph H. Dunlap, director of WMU’s School of Aviation Sciences.

Leading the Sky Broncos to victory was Jennifer Richard, of Caledonia, who was named top college pilot in the nation in the individual standings. She also earned top female pilot honors. Other members of the Sky Broncos include:

- HB 4611 amends the *Natural Resources and Environmental Protection Act* to require the Department of Environmental Quality (DEQ) to notify the Michigan Aeronautics Commission (MAC) when a proposed landfill is to be located within five miles of a runway or proposed runway extension. It also would require the MAC to notify the DEQ if a runway or extension is planned within five miles of an existing landfill.
  - HB 4536 amends the *Community Airports Act* to allow the MAC to join with counties, cities, townships, incorporated villages, or each other to incorporate airport authorities either within or outside of their jurisdictional boundaries.
  - HB 5651 and SB 198 amend the *Sales Tax Act* to provide a tax exemption on aircraft which weigh over 6,000 pounds, carry cargo, passengers, or a combination of cargo and passengers.
  - HB 5650 and SB 197 amend the *Use Tax Act* to exempt tax levied after December 31, 1996 for aircraft which have a maximum certified takeoff weight of a least 6,000 pounds, carry cargo, passengers, or both.
  - HB 5204 amends the *Sales Tax Act* to provide for a sales tax of four percent on aviation fuel and aircraft sales to be deposited into the aeronautics fund.
- Additionally, wording is being finalized on a proposed bill which would amend the *City and Village Zoning Act*, *County Zoning Act*, *Townships Zoning Act*, and the *Aeronautics Code* to ensure proper communication between airport and local planning officials to minimize adverse public impact from incompatible land-use near airports.

Individuals with questions about any pending legislation may contact Nelson Triplett at 517-335-9841 or via e-mail at triplett@mdot.state.mi.us.

Pat Denney, of Athens; Eric Johnson, of Battle Creek; Jay Orwin, of Carleton; Bob Eddy, of Clinton Township; Nicole D. Neibert, of Farmington Hills; Greg VanderWell, of Grand Rapids; Jesse A. Coeling, of Hudsonville; Aaron Wood, of Jenison; Matthew White, of Temperance; Kelly Patterson, of Ypsilanti; Kevin Wiig, of Auburn, Alabama; and Gregory Killeen, of West Islip, New York. The Sky Broncos are coached by Mark A. Serbenski and Ryan Seiler.



Photo: Neil Rankin



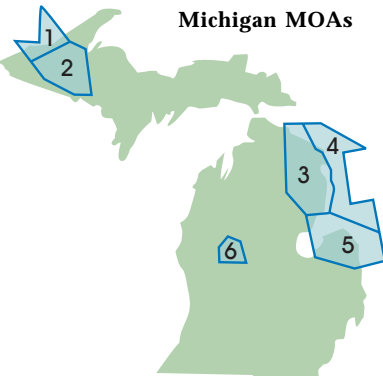


Fairchild A-10

# Special Use Airspace in Michigan Revisited

**Military Operating Areas (MOA) are large blocks of airspace used for many high-dynamic military maneuvers. The maneuvers include intercepts, advanced handling exercises, escort, and large force exercises all of which require a lot of airspace.**

Michigan Military Operating Areas See Map Below		
1	Ontonagon	1000' AGL to FL180
2	Big Bear	1000' AGL to FL180
3	Pike West	6000' MSL to FL180
4	Pike East	300' AGL to FL180
5	Steelhead	6000' MSL to FL180
6	Chippewa	5000' MSL to 17999' MSL

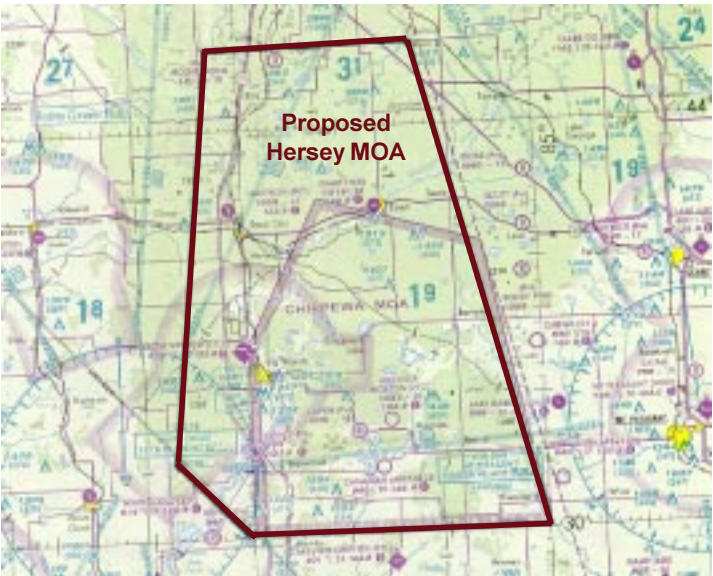


In addition to the block altitudes below FL180, most MOAs have an Air Traffic Controlled Assigned Airspace (ATCAA) continuing the airspace above FL180. Though the MOA airspace can be scheduled almost anytime during the day or night, normal operations are for one to two hours in the morning and a similar amount of time during the afternoon. Occasionally, deployed units at the Alpena Combat Readiness Training Center are being inspected on their ability to go to war. These inspections are called Operational Readiness Inspections (ORI). During ORIs, inspectors may block out longer periods of time for the Lake Huron Airspace Complex in order to verify the flying unit's ability to generate sorties and protect their assigned airspace. The airspace is returned to the controlling agency as soon as the military has completed their missions.

When a unit receives new aircraft, their airspace requirements often change to meet the tactical capabilities of the equipment. Military airspace planners look for the optimum airspace to meet the requirements of the unit. Considerations include the existing airspace, distance from the home base, size, and organizations with conflicting interests in the airspace. Occasionally, this may require changing existing airspace or creating new MOAs. Once the needs are determined, military planners meet with the controlling FAA center where they negotiate to meet the needs of the military as well as commercial, and general aviation interests. In Michigan, the Central/Great Lakes Airspace Council reviews airspace needs, possible conflicts, and alternate solutions. After several reviews and an environmental assessment, other interested parties and organizations are given an opportunity to comment. After the comment period and final review, the FAA publishes the new airspace. The entire process usually takes about a year, but can take up to five. The Michigan Air National Guard is currently working on such a proposal. The existing Chippewa MOA was adequate for A-37 aircraft used during the late 80s, however, the new A-10 aircraft require more space for effective training. A proposal for the expansion of the Chippewa MOA and renaming it Hersey MOA is presently underway. In exploring the options, a primary concern is distance of the MOA from Battle Creek.

## Other Special Use Airspace

Special use airspace in Michigan has been discussed previously in *Michigan Aviation*. Another type of airspace pilots should be aware of are designated aerobatic practice areas, commonly known as aerobatic "boxes." They are not depicted on sectional charts. There are currently five in Michigan. The "boxes" are located over the airports and resemble a cube in shape with a base approximately 1 mile square except for Gregory which is a 5 mile radius of the airport. The vertical limits of the aerobatic practice area vary at each airport.



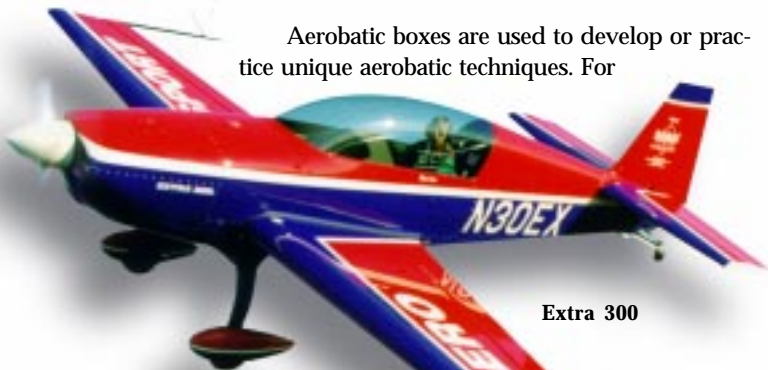
Chippewa MOA

City/Airport	Base	Ceiling
Eaton Rapids/Skyway Estates	1,500 ft. AGL	6,000ft. MSL
Fowlerville/Maple Grove	Surface	4,500ft. MSL
Kent City/Wilderness Airpark	200 ft. AGL	2,500ft. MSL
Marlette/Marlette Twp.	Surface	5,500ft. MSL
Richmond/Gregory	1,500 ft. AGL	5,000ft. MSL

When there is activity in the aerobatic box, it is declared "hot," and aerobatic aircraft will be practicing in the area.

## Hot or Not?

How does a pilot find out if a box is active or "hot?" The preferred method is first to query flight service. If unable, contact the controlling air traffic facility for that area. While VFR pilots are not restricted from flying in the aerobatic practice areas, they should do so with caution when the boxes are active. IFR traffic will be routed clear of the airspace when it is in use.



Aerobatic boxes are used to develop or practice unique aerobatic techniques. For

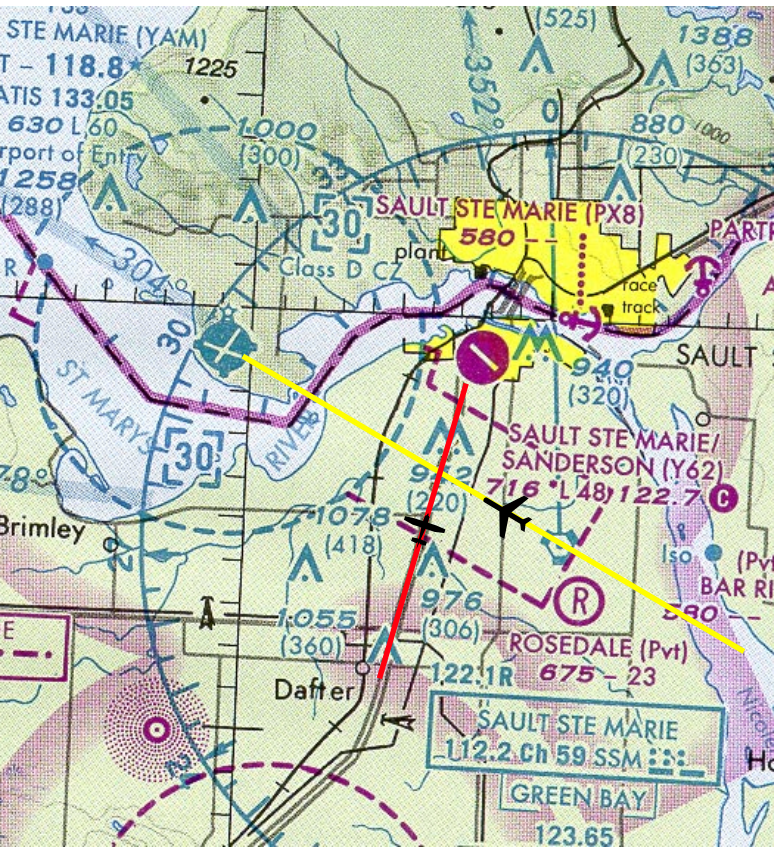
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example, a box may be used for aerobatic training, airshow routine development, competition practice, or aerobatic instruction. The most important thing to understand about aerobatic practice areas is that aerobatic pilots are very busy and see and be seen practices may be impossible. They may be flying inverted, rolling, spinning, or performing other very demanding maneuvers. Don't assume they will see you first! Types of aircraft using the boxes will vary, with most of the aerobatic aircraft being small in size making them even more difficult to see. Flying in a "hot" box requires greater vigilance on the part of the traversing pilot.

## Sault Ste. Marie: A Special Situation

Recently, a review of services provided by NavCanada at Sault Ste. Marie, Ontario brought into focus the impact of airspace reclassification in the area southwest of the Sault Ste. Marie/Sanderson airport. In the past, the approach extension from the Sault Ste. Marie, Ontario airport (YAM) toward the southeast to the Sault Ste. Marie VOR had been classified as class "D" airspace, which required communication of arrival and overflight traffic with the air traffic control tower at Sault Ste. Marie Ontario (Note: See 1998 Michigan Aeronautical Chart Special Traffic Area). The National Oceanic and Atmospheric Administration (NOAA) Lake Huron sectional chart depicts the airspace as surface based class E airspace, which does not require communication with Sault Ste. Marie

tower, unless the weather is below basic VFR minimums. This has created a potentially hazardous situation. The majority of itinerant traffic to Sault Ste. Marie, Ontario airport approaches from the southeast over the SSM VOR. Traffic inbound to the Sault Ste. Marie/Sanderson, Michigan airport approaches from the southwest over Interstate 75. The flight paths of the traffic cross about 3 miles southwest of Sanderson airport at right angles. Generally, the altitude of the traffic is similar and descending into the traffic patterns of the respective airports. The mix of traffic varies from DC-9 and regional jets, F18 jet fighters, helicopters, to general aviation aircraft.



Sault Ste. Marie/Sanderson airport

NavCanada is conferring with FAA on the airspace classification issue. Until a determination on whether the airspace will revert back to class "D" airspace or remain class "E," the following procedure is recommended. When approaching Sault Ste. Marie/Sanderson airport from the south or southwest, contact Sanderson CTAF on 122.7 ten miles southwest of the airport for an airport advisory. Then, contact Sault Tower on 118.8 prior to entering the class "E" surface airspace for traffic advisories. When clear of traffic, Sault Tower will approve a frequency change to Sanderson CTAF. When departing Sault Ste. Marie/Sanderson airport to the southwest, contact Sault Tower as soon as practical after leaving the traffic pattern. Finally, maintain vigilance for crossing traffic. If you have questions about these procedures, call Sault Ste. Marie tower at 705-779-3707.